



Office of the Secretary  
of Transportation

U.S. DEPARTMENT OF TRANSPORTATION  
DOCKET OPERATIONS AND MEDIA  
MANAGEMENT  
Washington, D.C. 20590

2002-16

Weekly Summary of Aviation Orders and  
Regulations

April 15 – April 19, 2002

Order	Docket	Summary	Date Action Taken
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(#) Published in the Federal Register.

2002-4-10	OST-2000-8322	<b>ESSENTIAL AIR SERVICE AT ALLIANCE AND CHADRON, NEBRASKA UNDER 49 U.S.C. §41731 <i>et seq.</i></b> The Department tentatively reselects Great Lakes Aviation, Ltd. (Great Lakes) to continue to provide essential air service (EAS) at Alliance and Chadron, Nebraska, and sets annual subsidy rates of \$2,025,747 for the period October 1, 2001, through May 31, 2002, and \$1,943,839 beginning June 1, 2002, through November 30, 2003. <b>Served: April 17, 2002</b>	04/12/2002
2002-4-11		<b>INTERVENING ORDER HAS NOT BEEN SERVED.</b>	
2002-4-12	OST-1995-363	<b>ESSENTIAL AIR SERVICE AT ATKA AND NIKOLSKI, ALASKA UNDER 49 U.S.C. §41731 <i>et seq.</i></b> The Department tentatively reselects Peninsula Airways, Inc. (Peninsula) to provide subsidized essential air service (EAS) at Atka and Nikolski, Alaska, for the two-year period ending March 31, 2004, at annual rates of \$255,221 at Atka and \$85,538 at Nikolski. Additionally, the Department also sets new rates for Peninsula's past-period service, from October 1, 2001, until it inaugurates the new levels of service. <b>Served: April 17, 2002</b>	04/17/2002

Order	Docket	Summary	Date Action Taken
2002-4-13	OST-1996-2009	<p><b>ESSENTIAL AIR SERVICE AT CAPE YAKATAGA AND ICY BAY, ALASKA UNDER 49 U.S.C. 41731 <i>et seq.</i>:</b></p> <p>The Department requests proposals from carriers interested in providing scheduled air service at Cape Yakataga and Icy Bay, Alaska.</p> <p><b>Served: April 17, 2002</b></p>	04/17/2002
2002-4-14	OST-1995-405 OST-1995-429	<p><b>INTRA-ALASKA BUSH AND MAINLINE MAIL RATES:</b></p> <p>The Department makes the regular quarterly adjustments to the Intra-Alaska mainline and bush mail rates and tentatively concludes that further fuel-cost adjustments are no longer needed and directs interested parties to show cause why we should not stop this practice.</p> <p><b>Served: April 17, 2002</b></p>	04/17/2002

Order	Docket	Summary	Date Action Taken
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OST-2001-10885

**RULEMAKINGS**

04/16/2002

**Final Rule; Request for Comments**

**Procedures for Compensation of Air Carriers**

On September 22, 2001, President Bush signed into law the Air Transportation Safety and System Stabilization Act ("the Act"). The Act makes available to the President funds to compensate air carriers, as defined in the Act, for direct losses suffered as a result of any Federal ground stop order and incremental losses beginning September 11, 2001, and ending December 31, 2001, directly resulting from the September 11 terrorist attacks on the United States. On October 29, 2001, and January 2, 2002, the Department published rules to carry out this Act. On the latter date, the Department also requested comments on whether and how to establish a set-aside for certain air carriers. This final rule provides forms and information for air carriers in making third round compensation applications, updates the existing rules, and establishes a set-aside for air taxi, commuter, and regional carriers that reported fewer than 10 million available seat miles for August 2001.

**Dates:** This rule is effective April 16, 2002. Comments should be submitted by April 30, 2002.